

AIM

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RING ROAD II

State St.
public
hearing



CPI: ANATOMY OF A FAILURE

LEAD POISONING IN NEW HAVEN

- Linda Prokopy

(The author of this article is leaving for Europe. The AIM Newsletter is losing an editor and, for a year at least, AIM is losing both Linda and Ron Prokopy, two of the finest people and hardest workers our movement can ever hope to attract. We know they will return. We must work hard so that they will have a better America to come home to.)

Lead poisoning among children is an illness that takes an incredible toll on young lives. It leaves its victims with the debilitating effects of personality and behavior disorders, neurological problems, specific learning defects, impulsive antisocial behavior, mental retardation, permanent brain damage, and even death. The general public is largely unaware of the existence of lead poisoning and its effects on young children, but our people in the ghettos know it well. For this is a disease traced to an environment of dilapidated buildings, overcrowding with little child supervision, and all the social, economic and psychological problems common to those of our people relegated to slums and ghettos.

While all of us are subject to the intake of lead into our bodies through our natural environment (food, polluted air, utensils, burning of fuel, building demolition, and massive industrial usage), it is chiefly young children in deteriorated environments that consume enough lead to contract lead poisoning. The major source is through lead-base paints. Young children take in lead primarily by chewing on surfaces painted with lead-base paints: window sills, doors, window and door frames, stair railings, porches, furniture, toys, etc., or by eating bits of flaking or peeling paint. The buildings in our slums expose slum children to lead-base paint more frequently than cared for buildings. With effects such as learning defects,

brain damage, and behavioral problems associated with lead poisoning, it takes little imagination to begin speculating on the cyclical nature of the relation of this illness to educational and social problems manifest in the lives of ghetto children.

According to Dr. Carlos B. Zilveti, Director of Maternal and Child Health of the Public Health Department, from whose reports this information is taken, lead poisoning in New Haven has reached epidemic proportions. "In New Haven cases of lead poisoning are of the order of 34 per annum, about half those of Baltimore's widely heralded plumbism (i.e. chronic lead poisoning, the worst stage) occurrence. This is a city, I might add, with a six-fold greater population than New Haven. Comparatively, the Elm City has three times more recognized lead poisoning than the 'leading' American city." This means that New Haven has the highest number of cases proportionate to its size in the nation. As a result of public health efforts in New Haven to detect lead poisoning cases, the recorded cases rose from only two prior to 1949 to 103 during 1964-1966, and deaths were recorded in the years 1958, 1959, 1961 (two deaths), 1963, and one death each in 1964 and 1965. These figures represent only the tip of the iceberg because it is believed that few actual cases are either reported or treated, in part because the symptoms are very similar to those of a virus illness: lack of appetite, vomiting, apathy, etc. (One suspects that other causes for a low reportage of cases have to do with high medical costs that make the physician an uncommon visitor to the ghetto home.) In addition to these figures, New Haven has one of the highest rates of recurrence." Of the 42 cases reported in 1966, only 20 children were involved and only eight children had single episodes that year. The remaining 12 children have had between 2 to 8 episodes dating back to 1964." (Dr. Zilveti)

Several steps ranging from educational to legislative have been taken to fight the disease. The Public Health Department has alerted the Visiting Nurses Association to the problem in terms of detection and treatment, and has initiated a public education and detection program. In Elm Haven blood tests were given to young children for detection of lead content on May 7 and May 22, 1967. Elm Haven was chosen because it is the "best" neighborhood of those within the "lead-belt" and therefore if a substantial number of cases were detected there it could be assumed that the problem of lead poisoning might be even greater in other slum sections of New Haven.

The results of those tests, with 212 children tested in all, showed 4 children on the borderline (.050 mg. or over per 100 gm. of whole blood), one child at the danger threshold, and three children with abnormal lead content. Of these 212, 10 were white, 184 Negro, 16 Puerto Rican, and 2 of other race. Of those with borderline or higher lead content all were Negro and most lived in public housing, as opposed to the Florence Virtue Co-op or private housing rented or owned. It should be stressed that this represents only 212 children and it is probably safe to assume that these would be children from families where there is already a higher degree of parental concern and control inasmuch as the tests were conducted on a Sunday and the burden of responsibility for having children tested rested on the parents. It would be interesting to see results of massive tests administered to all children during school hours.

This raises the issue of parental responsibility in prevention of lead poisoning. Throughout Dr. Zilveti's reports the lack of parent supervision is stressed as a crucial element in lead poisoning. Yet it seems to me that until we have dealt with the deeper socio-economic problems of our slums that produce parents who are not able to supervise their chil-

Cont. Page 19

Adams Steadfastly Denies Inner Ring Road Planned

Taking the AIM Newsletter Ring Road issue #1 as his text, Mel Adams of New Haven Redevelopment reviewed the road situation for the Wooster Square Association at their January 18, 1968 meeting. The thunder of trucks on I-91 and the rattle of trains outside the meeting room at Farnum Courts were a grim reminder of what roads can do to a neighborhood. Adams started at the outer edge of the AIM map with the roads least likely to be built and slowly talked his way to State Street, where acquisition and demolition have already begun.

The main theme of Adams' talk for the evening was that nothing will be done on the Ring Road until after the State Highway Department completes its study of traffic needs from west of the Quinnipiac River to Hamden. The Register of January 18 quotes Adams as saying, "There are no approved plans for a ring road, there is no intention to seek approval for the so-called 'ring road' until the State completes its study - and the results can be studied and evaluated. In an editorial three days later, "Ring Road 'Merry-Go-Round'?" the Register suggested Adams was confusing the public with his use of the word 'plan'. "The City may have no 'plans' (in the sense of working drawings) for an inner road at this time, but there seems to be no question the City definitely has 'plans' (in the sense of concept) for such a road." Kingman Brewster's testimony before the State Committee on Roads and Bridges, quoted on the center fold of the Trumbull-Yale insert, suggests that a "detailed plan" exists and was submitted to Governor Dempsey in 1965.

At the Wooster Square meeting Adams calmly assured the audience that the time for the road is off in the future. Even the section of the road behind the Grove Street Cemetery, which is in the approved Dixwell Plan and for which funds are available, will not be constructed

yet. "We're not gonna move ahead on it, if ever, until the State study is clear." The Yale Tunnel, Howe Boulevard and Howard Avenue sections of the road cannot begin because "there are presently no city, state or federal funds available to build ... or for land acquisition." Adams admitted seeing maps of these sections in "larger scale" than the AIM map, but added that "now they are in drawers somewhere covered with cobwebs." Adams' point was to persuade the audience that it is simply too early to get upset over the Ring Road: "The time of decision, one way or another, is several years away," he explained. "The Ring Road should be of no concern to anyone in the city - not till 1970."

The audience was not at all convinced. Edith Woodard, of Court Street, recalled the frustration of Wooster Square residents when I-91 was built through their neighborhood. Their opposition was strong but too late to change the course of the highway. 1970 is only two years away. Mrs. Woodard insisted the time for concern is now.

Ralph Marcarelli asked Adams who had requested the Ring Road study in the first place. In answer, Adams listed "the City, Yale, the Chamber of Commerce, the Citizens Action Commission." That is, the same group that has been invited by the State Highway Commissioner Ives to offer suggestions for the study.

Adams presented the State Street Project as a certainty. "In our judgment irrespective of the Ring Road" State Street is needed, he declared. Far from harming the Wooster Square neighborhood -

Adams claimed it "will strengthen the residential character of the neighborhood." Mr. Orbach, of St. Johns Street, emphatically disagreed: "You're burying us... You're burying us with tons of dirt. Who's hollering for all these roads? ... All

Adams Insists Concept Is Far From Concrete

we've got here is a pocket between roads. Nobody gave us a carbon monoxide test on what's settling on the Conte School where my grandson goes...."

After about ten people stood up and voiced doubts or opposition to the State Street Plan, Mr. Orbach asked

Adams, "How many people would it take at a public hearing to stop the State Street Project?" Adams evaded the question by stating that State Street affects a larger part of the city than just Wooster Square. At the very end of the meeting, however, Adams dropped a remark which seemed to indicate that no amount of opposition could stop the plan. He mentioned that if it were stopped at this point the City would have a \$19 million debt to the Federal Government. The \$19 million is money the City has received for early land acquisition on State Street. Some of the money has been spent already. But even if the entire sum had to be repaid, that is not sufficient reason for the City to force through a plan which city people do not want. In fact, there would not be a \$19 million debt. If the money has been used to buy land at a fair price, the City now owns the land and can resell it. In a telephone interview with an official of the Department of Housing and Urban Redevelopment in Washington, we were told that rejection of a plan by a city does not make the city liable to repay the money advanced. The Federal Government usually allows such money as a grant to the city. People who oppose the Ring Road and the State Street Plan can act on two points Adams made. You can request the State Highway Department to consult with all interested citizens. To quote Adams, "Any group that wants to be invited by the Highway Department should write the Highway Department." And you can send your objections directly to Mr. Adams, c/o Redevelopment.

TESTIMONY...

... BEFORE THE ROADS AND BRIDGES
COMMITTEE OF THE STATE LEGISLATURE,
TUESDAY, APRIL 11, 1967:

REPRESENTATIVE GRISWOLD, 109th DISTRICT;
Gentlemen of the Committee; I am here to testify to the
vital need of favorable action on H. B. No. 3194 (O'Dea
and Griswold) an act concerning the construction of a
highway connecting the Trumbull Street Exit of Inter-
state 91 to the proposed interchange between Connecti-
cut 34 and Dwight-Howe Streets in New Haven...

Form L-101

STATE OF CONNECTICUT,

Bill No. 3194 Page 1 of 1

Introduced by Rep. Robert S. O'Dea (105th Dist.) Date Jan 27 1967
and Anthony W. Griswold (109th Dist.)

Ref. to Committee on Roads & Bridges

General Assembly,
January Session, A. D., 1967.

AN ACT CONCERNING THE CONSTRUCTION OF A PARTIAL INTERCHANGE
CONNECTING CONNECTICUT ROUTE 34 TO STATE STREET IN NEW HAVEN.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. A partial interchange connecting Connecticut Route 34 in
New Haven to State Street in New Haven, specifically providing an eastbound
exit from a westbound entrance to Connecticut Route 34, all in New Haven, for
design, right-of-way acquisition and construction not to exceed

Section 2. This act shall take effect from date of passage.

STATEMENT OF PURPOSE: To provide improved access between the City
of New Haven and the surrounding communities and to eliminate detrimental
effects of State highway traffic on neighborhood streets.

4

The inner-circumferential highway for which this bill
calls, is planned to serve the traffic from I-91, which
is headed west to Ansonia, Danbury and so forth and
the ... western part of the city. ... This highway of
which I speak, would be of benefit to the city first; but
also to Yale University, which is always New Haven's
most important and distinguishing business...
I happen to know that for ten years the city administra-
tion of New Haven and Yale's administration, have been
hoping and praying for this "ring" road. For I remem-
ber many consultations between Mayor Lee and my
husband, when my husband was President of Yale, on
this subject.

Form L-101

STATE OF CONNECTICUT,

Bill No. 3194 Page 1 of 1

Introduced by Rep. Robert S. O'Dea (105th Dist.) Date January 1967
and Anthony W. Griswold (109th Dist.)

Ref. to Committee on Roads and Bridges

General Assembly,
January Session, A. D., 1967.

AN ACT CONCERNING THE CONSTRUCTION OF A HIGHWAY CONNECTING
THE TRUMBULL STREET EXIT OF INTERSTATE 91 TO THE PROPOSED INTERCHANGE
BETWEEN CONNECTICUT ROUTE 34 AND DWIGHT-HOWE STREETS, IN NEW HAVEN.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. A collector-distributor highway connecting the present
Trumbull Street exit of Interstate 91 at Orange Street in New Haven to the
proposed interchange between Connecticut Route 34 and Dwight-Howe Streets,
all in New Haven, for design and right-of-way acquisition, not to exceed

Section 2. This act shall take effect from date of passage.

STATEMENT OF PURPOSE: To provide improved access between the City of
New Haven and the surrounding communities and to eliminate detrimental
effects of State highway traffic on neighborhood streets.

5

MAYOR RICHARD LEE, NEW HAVEN;
Mr. Chairman and Ladies and Gentlemen;
I wish to testify on several bills concerning
the City of New Haven. They include ...
House Bills ... 3194, 3204....

There is a bill that has our very urgent
support, and that is not only to alleviate a
present condition but to prevent a more ser-
ious condition. That is the route, the bill we
call the "ring road" or "The inner-circum-
ferential highway bill." Presently 17,000
vehicles a day, enter and leave I-91, at the
intersection of Orange and Trumbull Streets.
It is growing worse by the day and by 1975,
the estimate of the Highway Department and
our own traffic people is, that this is going
to amount to 31,000 vehicles a day. We are
facing increasing disruption at Dwight and
Howe Streets. And when Route 34 goes to
the Boulevard, 44,000 vehicles a day are
expected to use these streets.

The inner-circumferential highway or the
ring road, using the Trumbull Street exit
and entrance, will help a great deal in the
solution of these problems. ... This is not
highway traffic that we originated. Much
of it is not destined for inter-city purposes,
at all.

Finally, we feel that the various elements
of the city, the business district, the Univer-
sity and the neighborhoods.... must not be
separated.... but joined. And we did file a
substitute bill, which simply asks for "plan-
ning money" to the tune of \$100,000 to work
with Yale, in the planning and the design of
where this highway should go; on how it
should be built; some of it should be built
below grade. And we feel that this is the
most important thing that the city can ask of
the Assembly in the field of highway con-
struction, in this session of the General
Assembly.

We support also the bills dealing with the
State Street ramp....

AIM

education forum: CHANGE AND FLEXIBILITY NEEDED

by Susan Brady

(The following interview with a New Haven school teacher happened to take place on the very day when disturbances broke out in another school - Hillhouse. When word of the trouble spread to other schools the teachers were asked to do extra policing in the hallways, and our interviewer followed along recording as much as she could. Our apologies for any incoherence.)

So many of our schools are judged by quiet kids, no papers on floors, and nice pictures on walls. But that is not what's really going on.

These youngsters have problems. Many have alienation at home. And many have low images of themselves. But if you talk to these youngsters outside of class, they're bright and sparkley. It's when they get into the schools that they are lost. Some kids just wander through the halls instead of going to their classes. They can't really say why they do it. For problems like these we need four or five clinical psychologists and psychiatrists in each school to work with youngsters individually and in groups. In psychological sessions these youngsters could learn to understand their hostilities and fears instead of taking them out on teachers and on themselves.

Schools are tense. We get many different pressures from a tense community. Groups like AIM, Hill Parents, and the Aldermanic Committee want changes in the type of education youngsters are getting. Few groups agree.

Pressure comes from some groups to crack down and get a more rigorous discipline and policing and punitive system in the schools. This is not the answer.

One serious problem is that the parents are pulling each other apart. Even the Puerto Rican parents cannot get together to agree on educational problems. Here we have tension in the community. The kids bring these tensions into the schools.

Kids today are tense. Negro and white kids alike wonder who am I, what am I. Kids are confused about the war, about civil rights, and about just being adolescents.

After the riots this summer some youngsters heard their parents talking about how we ought to kill those people who rioted. Other kids heard their parents talking about black power. Then the kids come in and sit across from each other in the cafeteria, and the situation explodes.

The important problem is that the schools are unprepared for changes. Presently, school personnel is inadequate. We have too few teachers, group workers, clerks, and librarians. And our teachers are often limited in the quality of their optimism and training. We have an inadequate budget.

Public schools should be spending more money rather than less money than private schools do. If Choate found it necessary to offer the special kinds of psychiatric and remedial services that public schools should be offering, Choate's tuition would double.

Businesses would never operate the way our New Haven schools do. In business if an extra clerk is needed, they hire one. Here we need a clerk in the library so the librarian has time to plan curricula and buy books. If the library gets a clerk, she'll simply be transferred from another place in the school where she's needed badly too.

The faculty is overworked. They teach five 40-minute periods a day, supervise one study hall, and get one free period. Keeping order in a study hall is a bad use of teacher time. Teachers don't have time to get to know the community. They are overworked and they feel threatened. They drive their cars into the neighborhood and drive out at 3. Still they chose to teach in a city school. They need support and help.

It's not enough to have good teachers. We need an administration which is open and will support changes. The schools should be innovative and imaginative, places for educational happenings.

Most of the principals around the city are not exactly going to make changes. They are mostly political appointees. We need real principals, not list-makers and bell ringers.

The Teacher's League has taken a backward stand on real educational issues. Are they pushing for better curricula, or do they even know what a better curriculum is? They spend the greater part of their time bickering about appointing people from outside the system. It's a reactionary notion that we have to promote only our own people and shut the doors to others.

We have to go outside the system. We have to compete for good personnel. We have to compete for more black personnel with areas like Hartford and New York.

We should not be worrying about getting our friends promoted. We should be considering solutions like non-graded elementary schools, an independently elected Board of Education, and curricula improvements in elementary schools. Our children are not learning to read.

You hear the kind of stereotyped complaint, "Well, when I was in school kids never talked back and cut classes."

Well this is a new time. And kids are in school today who simply would have dropped out years ago. It's our responsibility to see to it that these kids make it.

Bitter Foes Blast State St. Renewal Plan

By ERANK DONOGANYO
Official-Observer Staff Reporter

The emotionally-explosive, \$48 million State Street Redevelopment Project, the object of critical sniping for more than

State St. Renewal Tabled

By ERANK DONOGANYO
Official-Observer Staff Reporter

The Redevelopment Agency tabled the hotly-disputed State Street Renewal plan Thursday—two days after the controversial project was aired before an antagonistic audience at a long, crowded public hearing.

Monday. The agency board members must then reach a final decision before the plan comes up for the aldermanic committee meeting later this month. Later in Thursday's meeting an intra-agency squabble erupted when board member Rev. Gerald Gilmore signaled dis-

The hearing began with a long and scarcely intelligible explanation of the plan by Redevelopment Agency officials. The heart of the Plan is the six-lane divided highway and 5000 car parking garage which will replace State St. This highway forms the east leg of the Ring Road. The Agency officials were understandably gun shy on the subject of the Ring Road but only their rhetoric has changed in the last few weeks. No one should be fooled by their evasive testimony on this subject.

The "Proposed State Street Redevelopment and Renewal Plan", dated Jan. 68, the official document required to obtain federal urban renewal funds, gives three reasons for changing State St. to a six-lane highway:

1. "...a widened State St. will more effectively link the arterial, freeway, and expressway systems, and will thus reduce heavy traffic on surrounding streets..."
2. "...it will much more efficiently serve as a collector and distributor of traffic..."

3. "...it will provide an alternative route for the southbound I-91 traffic destined for downtown New Haven, and will thus reduce traffic congestion at the Waterside Interchange..."

The first speaker, Charles Shannon, Redevelopment Agency Executive Director, mentioned only the first reason in his testimony of that evening:

"Studies by the Dept. of Traffic and Parking indicate that construction of three northbound lanes to State St. would effectively divert through traffic to this more efficient traffic carrier, significantly reducing traffic volumes on Church St. and virtually eliminating through northbound traffic from Olive St."

Mr. Shannon neglected to mention the second and third reasons because they clearly define the new State St. as an integral part of the Ring Road and he was seeking to mollify the unhappy citizens of Wooster Square. Later he threw another sop to the neighborhood:

"The Plan document and the Plan maps on display indicate the realignment of Olive St. to intersect State St. at Grove. This proposed realignment should be deleted from the Plan in order to further reduce the through non-neighborhood traffic on Olive St." What does "should be deleted" mean? If he was serious, why didn't he offer this change as an amendment?

Shannon, followed by Traffic Director Harry Skinner and City Plan Director John McGuerty, pictured State Street in its present condition as "outmoded."

be used by the organization to build an \$800,000 addition to its printing plant and for parking. Final approval was also voted for the 400-unit low and moderate-income housing project sponsored by the Greater New Haven Jaycees in the Church Street South area.

In executive session the board went on to approve two middle-echelon agency appointments. Edward White Jr. was appointed housing development officer, and Hugh B. Price was

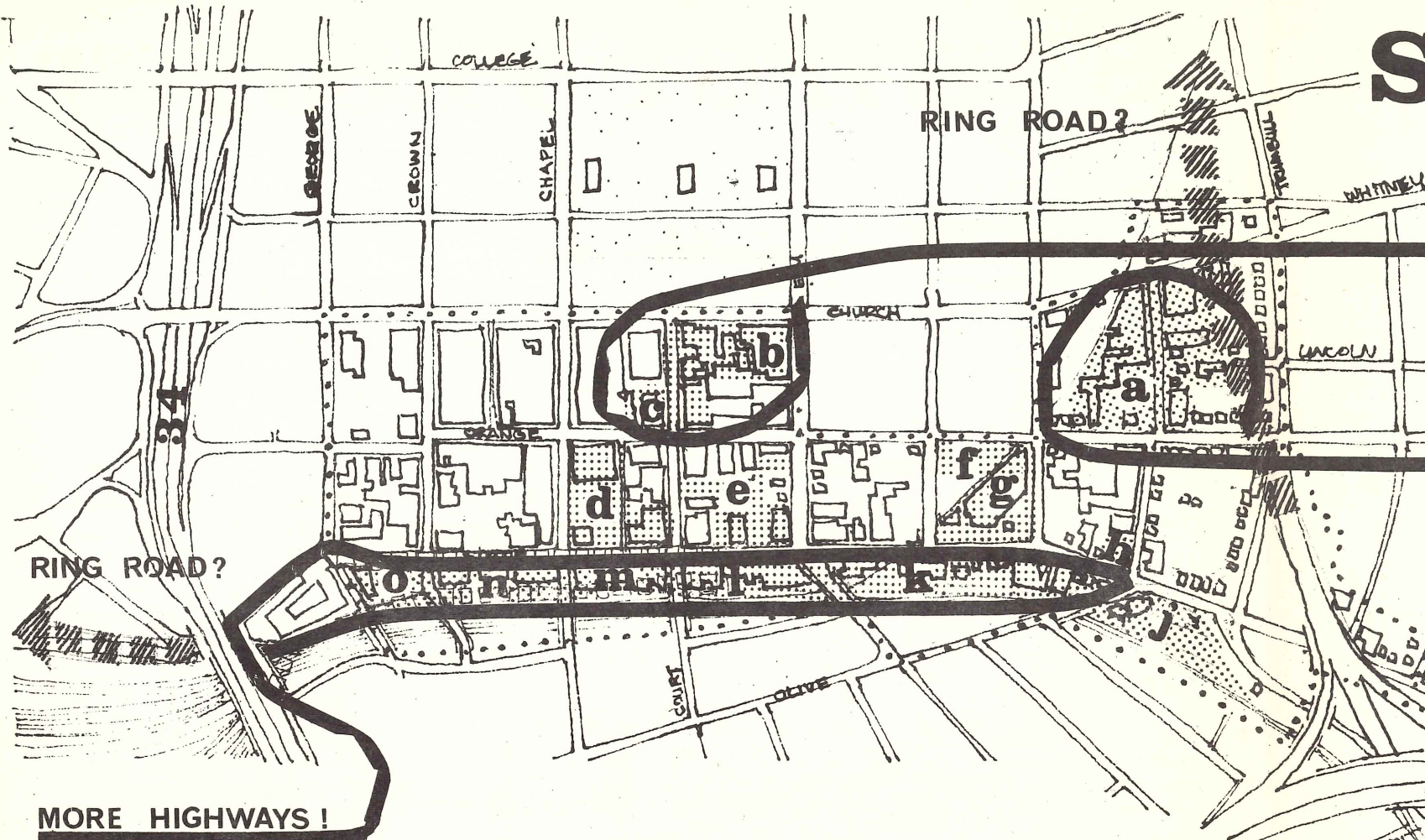
carelli told the "box" area of noise, charged the project was a "ring" officials conti

Mr. Harry Skinner, Director of Traffic and Parking, who resigned one week later, followed Mr. Shannon in order and content. He also failed to mention the third reason for the State St. widening. Neither of these gentlemen mentioned the proposed interchange connecting Rte. 34 to State St. (see H. B. #3204, on p. 4) because it further demonstrates the plan for a Ring Road. Mr. Skinner did provide one ironic touch: "The garage and surface parking lots would, of course, not be closed until sufficient replacement parking facilities have been provided to serve the area." It would be nice if such concern for displaced parking places extended to displaced businesses and families.

John McGuerty, Director of City Planning, was shut off by the Chairman, Mr. Ruoppolo, before he could complete his testimony. However, he did say: "...many alternate concepts and combinations of concepts for improvement of transportation conditions were examined." A careful look at the concepts summarized, however, reveals that only automobile-oriented facilities and systems were considered. AIM would like to know if the city, nationally famous for its ability to get money out of Washington, has ever requested money from one of the numerous Federal programs for the study of mass transportation.

Lee Hailed As Super Salesman

STATE ST PROJECT



GOVERNMENT CENTER QUESTIONED

(b,c)

Architects have worked for years on this center. Yet details are not shown to the people. Why does the State Street plan move the Library from its historic landmark location? Who will pay for this unnecessary move?

WHOSE ART CENTER ?

(a)

Instead of cultural facilities serving city people in their neighborhoods, this plan calls for one centralized project catering to the suburban rich. Why move the Lincoln and Long Wharf Theaters and the New Haven Symphony? Why take the Neighborhood Music School out of its neighborhood?

MORE HIGHWAYS !

This plan will replace the housing and small businesses of State Street with a six-lane highway and a 5000 car parking garage - one half mile long. The parking garage will be a wall dividing Wooster Square from downtown. Tons of air pollution will fill the area.

(k,l,m,n,o)

BAD FOR BUSINESS

This plan will destroy hundreds of small stores and offices. Most businesses will pay higher rents in costly new buildings. Who besides big corporations with inside connections - like SNET Co. and the New Haven Savings Bank will benefit?

(d,e,f,g)

HOUSING NEEDS IGNORED

This plan destroys the homes of another 300 people. It adds to our housing shortage. The Redevelopment Agency ignores again the need for low-income housing. Instead, the Agency builds luxury apartments for the rich.

(h,i,j)

AIM BELIEVES THAT THE PEOPLE MUST KNOW THE FACTS AND MAKE THE DECISIONS IN THIS CITY. THEREFORE, WE OFFER THIS MAP AND MAKE THESE COMMENTS. PEOPLE IN NEW HAVEN NEED HOUSING AND DECENT NEIGHBORHOODS FOR ALL. THEY ARE FAR MORE IMPORTANT THAN MORE HIGHWAYS AND PROJECTS DESIGNED FOR THE RICH. NEITHER CITY OFFICIALS, NOR THE GOVERNOR, NOR NEW HAVEN'S CONGRESSMAN HAVE DONE ANYTHING TO STOP THESE MISUSES OF POWER AND TAXES. WE CAN AND MUST STOP THE STATE STREET PLAN JUST AS WE CAN STOP THE CONNECTED PLAN FOR A RING ROAD. WE CAN WIN IF WE ACT TOGETHER.

AIM

After the official presentation, numerous opponents rose to be heard.

Among them:

Peter Villano (Save the Parks Committee)
-warned that an increase in volume of cars downtown would make the East Rock Park Connector more likely,
-questioned the apparent priority of roads and parking over badly needed housing.

Courtland Wilson (NAACP)
-called urban renewal "raping and lynching of the black community - Northern Style"
-opposed any new buildings or highways which will displace black families or businesses.
-favored cooperative ownership of homes by black people.

Ralph Marcarelli
-accused the Agency of trying to "box Wooster Square into an area of noise, dirt, odors, and noxious fumes, surrounded by highways."
-noted that someone planned the mess at Trumbull St.
-urged mass transit study "before we are highwayed, garaged, and parked into obsolescence."
-warned "I hate to think what chaos might occur in the city if we don't pay attention to the housing problem."
-asked the Board to table the Plan until alternate plans from the citizens can be proposed.

Next, a series of businessmen, who apparently only venture into New Haven after dark to attend public hearings in support of the Agency,

testified in favor of the Plan. A few elderly Wooster Square residents, such as Joseph Anastasia, told how Urban Renewal had improved their lives. We wonder how the thousands of people not so fortunate who were dislocated by the Wooster Square Plan would have testified.

The opposition returned to the floor. Ron Prokopy (AIM)
-scored the air pollution problem, noting that New Haven was 38th of 65 on the Big City Pollution Hit Parade. (In the rehabilitation standards of the Plan, Sec. 501a(2), the city requires that "Uses shall provide for the control of noxious by-products of their operation." Does this standard apply to roads and garages?)

Harris Stone (AIM)
-underscored the Arts Center criticism in the leaflet.

Toni Baltrush of 714 State St.
-"I think I am the only person left in New Haven who lives in the house I was born in. I had hoped to die in it. If I leave my house, I'll leave New Haven. I'm going to someplace where they don't redevelop."

Dick Balzer moved that the crowd vote on the plan. Mr. Ruoppolo objected to the move and Pete Magee suggested that those opposed stand up; the vast majority did.

Kenny Kiensler (HPA)
"You don't care nothing about what the people think. I've been in New Haven for 17 years. What kind of voice do people have? You've decided to put this road up, and that is what you're going to do."

Roger Koontz (Legal Assistance Association) 10
-submitted, on behalf of the Hill Parents Association, a criticism of relocation procedures:

"Rental availability projections, like public housing availability projections, are merely reproductions of the Dwight Project figures compiled in 1962. They do not reflect the number of units available but rather their turnover rates. (In other words, exchange among existing population.) The Dixwell Plan, adopted in 1960, projected 5,207 vacancies for one year but the 1960 housing census recorded only 1,430 vacancies. Corrections for racial discrimination and ability to pay (80% of the vacancies rent for \$90 or more) reduce the figure to well below one thousand vacancies, or less than 20% of the figure certified to federal authorities. The most glaring omission is the failure to consider competing demand. Although there are relatively few families dislocated by the State St. Plan, hundreds of families are being relocated from the path of Route 34 and hundreds more from the Hill Central Project. Between 1950 and 1960, 3000 black and Puerto Rican families moved into New Haven and 1800 more are projected by 1970. "Has the City of New Haven met the needs of the dislocated and the immigrants, who are predominantly poor? "From the advent of redevelopment through 1966, 6,288 units have been destroyed by public action in New Haven... only 1,592 units have been constructed on the land taken by public action. Of these units, ... none were low income family units."

It was clear at the hearing that many people are becoming aware of the inequalities of urban renewal and are demanding a voice in any future decisions about their city and their lives.

**State St. Action Stayed
To Study Fees' Views**

**Aldermen Start New Probe
Of Redevelopment Agency**

Lee Seeks Unity, Peace For City; Backs Agency

table and execute the grant all vote an when the aldermen for the re-favor of the meas- sult over me ed-New Ha-nij

matter was not fully and he asked for information on how ill be used. Shannon a personal tour of the and declared that the

RING ROAD: TRUMBULL-YALE

"I happen to know that for ten years the city administration of New Haven and Yale's administration, have been hoping and praying for this 'ring' road. For I remember many consultations between Mayor Lee and my husband, when my husband was President of Yale, on this subject."

Mrs. Griswold, the wife of the former President of Yale and Representative from the 109th district, may have known about these consultations as she told the Roads and Bridges Committee of the Connecticut Legislature last spring. But the public sure hasn't. Yet as early as 1964 the city had hired the engineering firm of Goodkind and O'Dea to study such a road.

One plan that came out of that study would extend the Trumbull Street exit of I-91 up the even side of Trumbull Street (through residences, doctor's offices, a Yale Secret Society, the Lincoln Theater, and other Yale buildings). The Ring-Road would continue up Canal Street north of the cemetery, and past the Yale gym to suicide circle, where Broadway, Dixwell, Goffe, and Whalley meet. (This plan has been replaced by Yale's proposal for an underground tunnel, as we shall see.)

Early plans foresaw displacing 36 families, moving 31 businesses, and spending \$1.6 million for land acquisition (of which half a million would pay for Yale property).

HIGHWAYS CREATE HIGHWAYS

The main reason for this section of the 'ring road', as the President of Yale told the Legislature's committee is that the Trumbull Street exit, which was adequate to the traffic flow when built, is now flooding that neighborhood with traffic, noise, and pollution. Once again, another road must be built to siphon off this traffic.

"If this is not done promptly and in such a way as to preserve the residential and academic life of the city, the highway exit planned by the

state authorities under Governor Ribicoff, executed by Governor Dempsey, and supported by Federal funds, will have done much to destroy the ability of one of the State's greatest educational and research institutions to remain a coherent and contiguous campus," Brewster argued.

What has happened is part of an old pattern: in time one highway creates the need for another. This continual process of building one highway, and five years later building another to deal with the traffic problems the first created and again five years later--and so on--would not matter, except for one thing: highways get built to satisfy the needs of other highways, instead of the needs of the people and businesses of a community. People are moved around, businesses are displaced or ruined, neighborhoods are destroyed, by an unseen hand.

PEOPLE AND PLANNING

In this process, people are left out of the planning. The planning experts must have known that the Trumbull Street exit would destroy the historic character of Trumbull Street and divide Yale as traffic increased. But they couldn't afford to tell anyone or that exit would have been opposed by people in Mrs. Griswold's district. So the real planning goes on behind people's backs.

Yale, however, wasn't left out of the planning, as Mrs. Griswold pointed out. In fact, in December 1965, Mayor Lee and Yale President Brewster jointly presented a proposal to build a \$15,000,000 "depressed" roadway from the Trumbull Street exit to Prospect Street. Since then Yale has hired an engineering firm to study the routing of this roadway. According to Mr. Kirk, head of Dixwell Redevelopment, Yale would pay the \$6 million difference necessary for tunnelling. However Yale should not use taxpayer's money to solve its aesthetic problems. Harvard is paying the entire cost of the by-pass under Harvard Square.

The reason for Yale's involvement is not too hard to find, as Mrs. Griswold realized when she referred to "Yale University, which is always New Haven's most important and distinguishing business." Yale's policy has been one of self-protection: the process of highways creating a need for more highways will go on, but Yale's particular interests must be protected. "Obviously any major road through Yale is against our immediate interest," the Yale Daily News of May 3, 1967, quoted the University's Presidential Assistant Howard Weaver as saying, "but the loop road appears to be important to the city and, in the long run to Yale, and the underground scheme is the best compromise we've been able to find." In this way Yale washes its hands of any need to consider the effect of the "loop road" on the neighborhoods it will run through, any need to demand of the city that the road in fact represent the desires of the community, and indeed, denies any active role on its part in the planning.

Yale and the city administration both justify the ring road by arguing that the character of the neighborhoods through which the ring road would pass are threatened by present traffic patterns, and must be preserved in any future plans. Brewster sees a threat to the ability of Yale "to remain a coherent and contiguous campus." Mayor Lee, quite rightly speaking for the whole city constituency he was elected to represent, expresses his concern "that the various elements of the city, the business district, the University and the neighborhoods must not be separated . . . but joined."

But Yale is having its section of the road built underground so that its campus won't be disrupted. The city administration, on the other hand, has so far backed a plan which goes contrary to the guidelines regarding protection of neighborhoods which it itself laid down. The difference between Yale and the

EXCERPTS FROM TESTIMONY BEFORE THE STATE
LEGISLATURE COMMITTEE ON ROADS AND BRIDGES
APRIL 11, 1967

Kingman Brewster:

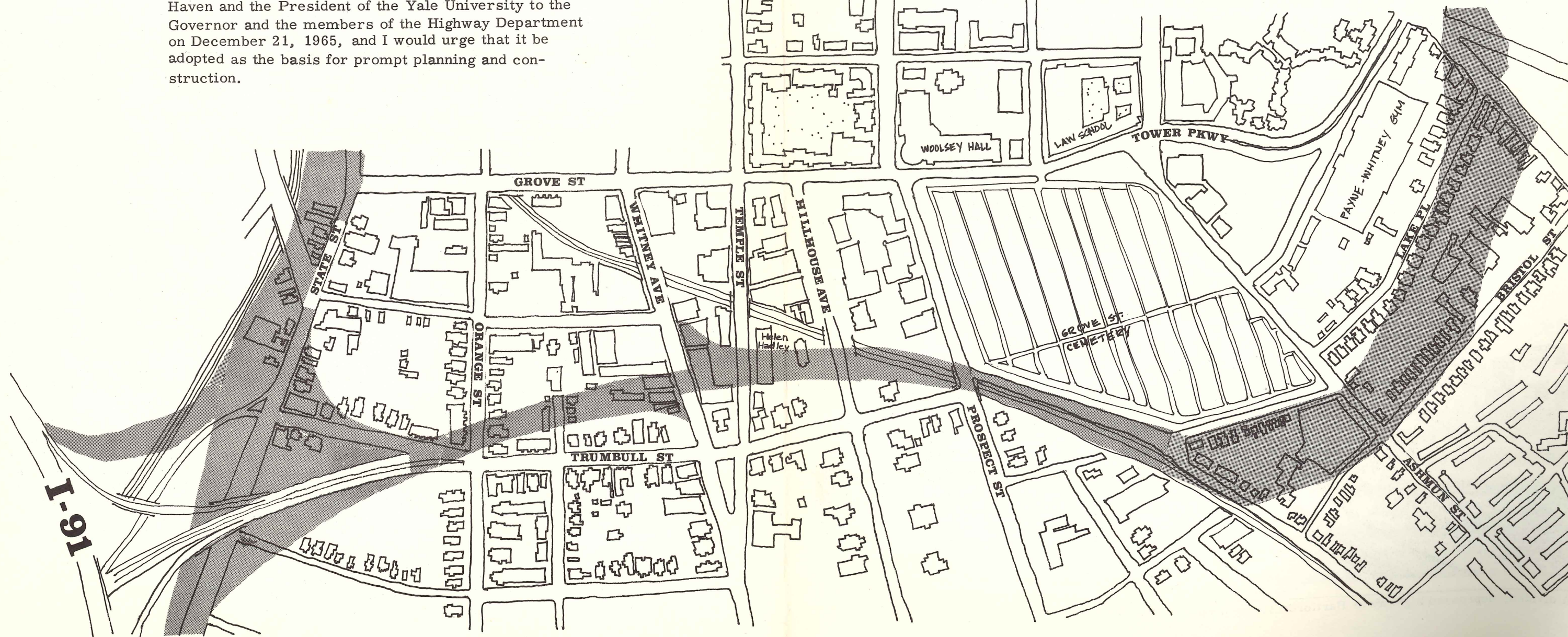
In order to expedite the planning and construction of an inner belt highway to absorb the traffic thrust into the residential and academic heart of New Haven by the Trumbull Street exit from and entrance to I-91. . . . Having created this spur which digs into the heart of the residential and university city, I urge the state to rectify the harm and to connect the two highway systems by an inner belt describing an arc through the northwest quadrant of the city, from I-91 to Route 34, arranging the level and the contours of the roadway to minimize the disruption of city and university life. A detailed plan to this end was submitted by the Mayor of the City of New Haven and the President of the Yale University to the Governor and the members of the Highway Department on December 21, 1965, and I would urge that it be adopted as the basis for prompt planning and construction.

RING ROAD

TRUMBULL - YALE

TRUMBULL-YALE TOTAL RING ROAD PROJECT

\$ 3 MILLION OF	\$13 MILLION EST. ACQUISITION COST
\$12 MILLION OF	\$24 MILLION EST. CONSTRUCTION COST
36 FAMILIES OF	423 FAMILIES DISPLACED
31 BUSINESSES OF	201 BUSINESSES DISPLACED



trumbull-yale cont.

neighborhoods is that Yale can use its vast resources and organization to influence planning, the neighborhoods can't.

So Yale continues to play its protection game in the face of the proliferation of highways-- and even to start that process, for according to a comment made by Mel Adams at the Wooster Square Community Association meeting on January 18, Yale initiated discussion of the heavy traffic on Trumbull and Grove Streets. And neighborhoods continue to be disrupted by planners and plans which aren't inevitable but keep themselves well hidden from public view.

Finally, the Trumbull Street Exit story will be repeated when the State Highway Department condemns East Rock Park for the connector to avoid the massive intersection that would be required to funnel traffic from Whitney Avenue to the State Street and Temple Street garages. And further to persuade drivers that the long way round the Ring Road is quicker than the more direct Temple and Elm Streets. No doubt the Mayor will go down "fighting" to save the park, but he himself will have done all the preliminary road building to make its destruction

SAVE THE PARKS OPPOSES RING ROAD

C 4

The Save the Parks Committee joins other civic and neighborhood organizations in this newsletter because:

1- To our knowledge, there is no published information concerning the routing of the proposed ring road, or for that matter, any comprehensive report on the physical changes planned for New Haven. We, therefore, welcome and endorse the present effort made to gather, present, and disseminate information on matters affecting us and all other inhabitants of New Haven.

2- We oppose the policy which gives the private car preference over all other methods of transportation between cities or between suburb and city. We question the proliferation of facilities meant to encourage the use of cars as a means of transportation to the city.

3- An increase in the number of cars accommodated downtown will in turn make inevitable the increase of facilities needed to bring these cars

an eventual certainty.

The city administration is trying to one-up the man who said "you can only fool all of the people some of the time."

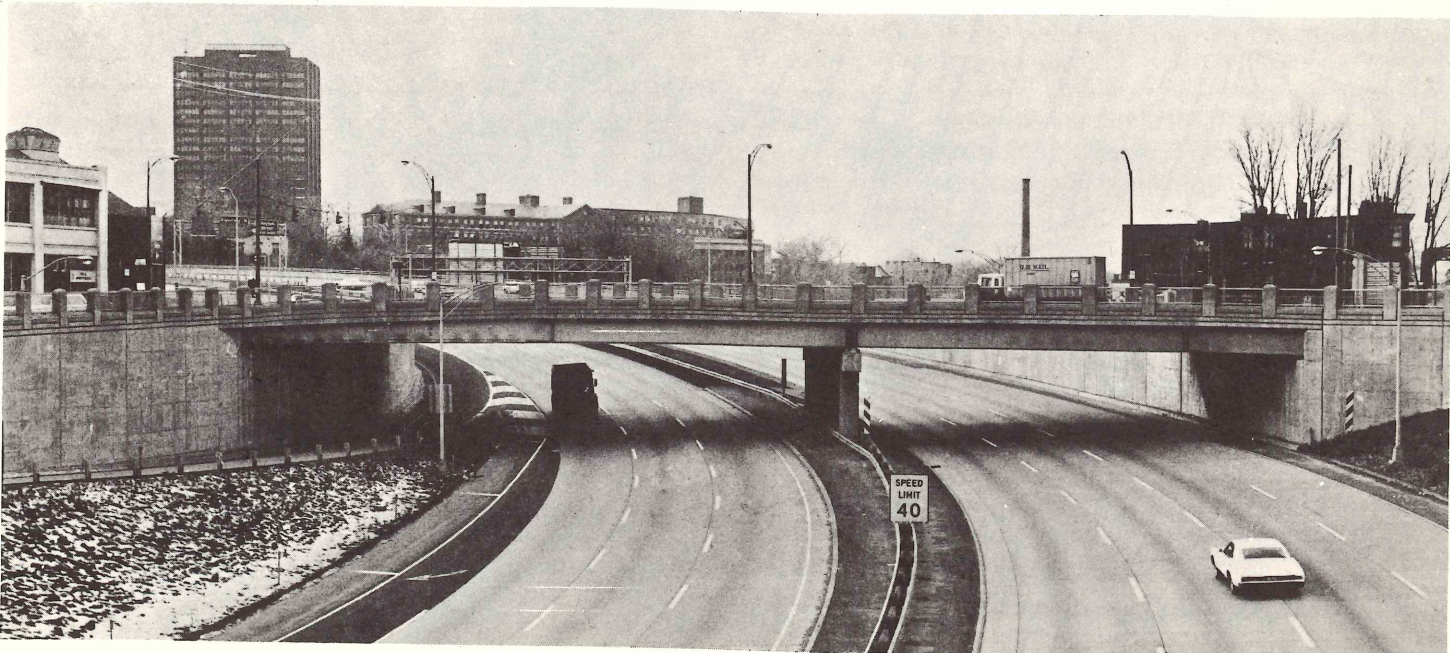
into the core of New Haven. We consider this a threat to East Rock Park. If the present trend continues we foresee the time when this added traffic will provide an excuse for the construction of a connector through the park.

4- It has become clear that wide, heavily traveled roads cutting through the cities destroy their urban character. In the case of New Haven the sectors divided by the proposed system will be too small to offer the opportunity for diversity in the socio-economic make-up of each sector. While the roads will link downtown New Haven with the suburbs, they will hinder contacts within the city itself. We consider the division of the city into segments isolated from one another as destructive of the very fabric which makes cities worth saving.

The Executive Committee of The Save the Parks Committee Paul J. Mitarachi, Chairman

Their time is up.

If you want to work against the Ring Road at Yale, call Morty Miller - 562-8068 Mike Millman - 562-6674 or the AIM office - 787-0123



A divided, depressed highway in Hartford like the proposed Ring Road.

CPI: ANATOMY OF A FAILURE

by Bob Cook

On CPI's grave ought to be written the words Joe Hill, the Wobbly organizer, sent to Big Bill Haywood just before Joe was executed by a firing squad in Utah on November 19, 1915: "Don't waste any time in mourning. Organize."

THE LIBERAL ANALYSIS

For Joe Hill, of course, this prescription flowed out of his own work. For CPI, it is just the reverse. CPI they like to say, came into being as an "executive-centered coalition". From its inception it was typical of liberal reform - staffed by well-paid professionals working in offices, it initiated "programs" which were supposed to deal with "problems". One of its leaders called it "democratic elitism". The basic liberal assumption is that there are a lot of social problems - poverty, unemployment, broken homes, and so on - which are not the fault of the people who suffer from them. The liberal answer is for good, well-trained people to help those who suffer.

Note that this is a much more humane view than that of the conservative who blames the poor for being poor. As such it is a great advance in social thought, and we ought not to forget that.

But if the liberal sees the poor as victims of society rather than their own inability, he sees them as victims nevertheless. They are, in this view, suffering from "feelings of powerlessness" and "poor self-conceptions". They may "lack skills" or "leadership ability". They are caught in the "culture of poverty".

It follows from this that what we must do is create programs to help the poor better themselves: job training, legal assistance, aid to dependent children, unwed mothers' care, etc. The goal is "opening opportunities which lead to "a succession of opportunities limited only by the innate ability of the individual". The basic unchallenged value of liberal programs like CPI is equal opportunity. In other words, the goal is to remove all social obstacles to individual advancement. Thus, for example, the concern with prejudice of other liberal groups like the NAACP and the Anti-Defamation League, the ideology of integration, the liberal applause when a Negro becomes a Senator.

THE FACTS OF POVERTY

Will this approach "solve" the "problem" of poverty? Consider these facts. In five years, CPI spent \$22,464,817 (its own figure). In the summer of 1966, it carried out a survey in inner city neighborhoods. It found that Negroes and Puerto Ricans were still clus-

15
ered in a few areas. Unemployment for whites was 3.9%, for Negroes 7.7%, Puerto Ricans 7.6%.

Other findings:

Teenage Unemployment		Percentage of Homeowners	
W	8.0%	W	32.3%
N	15.0%	N	16.4%
PR	9.1%	PR	6.8%

Mean Monthly Rent		Percentage of Households Living in Substandard Housing	
W	\$84.18	W	12.9%
N	\$99.06	N	25.0%
PR	\$96.93	PR	24.2%

Overcrowding by Household Size		% households overcrowded	
No. in Household			
2			.4
4			3.2
5			28.8
6			77.3
8			95.1
10			100.0

(Source: CPI Manpower Division Inner City Survey Final Report.)

CPI's own conclusion: "The picture emerging from the inner city survey with regard to the housing conditions in inner city is consistent, and generally disturbing. All of the various indices of slum housing are present, differential rents for ethnic minorities, widespread overcrowding, particularly among large families, and numerous housing code violations, as indicated by substandard housing. It will be noted that one out of three inner city residents lives in overcrowded conditions, and that one out of four non-white families lives in a substandard housing unit. It is not really necessary to add further commentary to this bleak picture of the housing conditions in the New Haven inner city; the statistics speak for themselves."

The report estimates that between 25% and 30% of the inner city population are in families below the OEO poverty level, and that over one of every three households is receiving financial assistance of some kind, generally social security or Aid to Dependent Children (ADC).

Percentage of Families Receiving Financial Assistance, Inner City	
W	41.8%
N	32.8%
PR	15.3%

Ethnic Group and Type of Assistance, for Population Receiving Assistance

	W	N	PR
Social Security	72.3%	31.2%	15.8%
Welfare (ADC)	14.7%	55.8%	57.8%
Unemployment Compensation	3.2%	4.9%	7.9%
City Welfare	1.5%	3.0%	13.2%
Private	.2%	.1%	0%
Other	8.1%	5.0%	5.3%

Characteristics of the Poverty Group

a. Distribution of Categories, Total Poverty Population

ADC	35.6%
Elderly	35.4%
Working	24.8%
Unemployed and Other	4.2%

b. Distribution by Ethnic Group Within Total Poverty Population

W	37.7%
N	58.6%
PR	3.7%

c. Distribution by Categories Within Ethnic Groups Living in Poverty

	W	N	PR
ADC	12.1%	52.6%	5.9%
Elderly	71.4	14.3	0
Working	13.1	28.7	82.4
Unemployed and Other	3.4	4.4	11.8

The poverty population, then, consists primarily of the elderly, households on ADC, and working people. Only a small proportion of the poor are unemployed and capable of working.

To sum up, the New Haven inner city is not much different from any other city in the U.S., and the situation is not much different from that described in Michael Harrington's book The Other America in 1962, the year CPI was founded. Remember that New Haven has special advantages. It is small, only the 81st largest city in the U.S. It has high employment and lots of Defense contracts. It has Yale University. And CPI had over \$22 million. (Meanwhile, the Redevelopment Agency had over \$100,000,000 and supported new construction of over \$237 million. Yet note the description of housing conditions above.

WHY DID CPI FAIL?

Not because of a lack of skill or dedicated personnel.

CPI had these in abundance - people who were, unlike recent critics such as Congressman Giaimo, sincerely concerned with the problems they saw, determined to deal with them, intelligent and highly trained. Nor did CPI fail in comparison with the rest of the War on Poverty. All over the country, the situation is the same or worse.

CPI failed because of its faulty conception of poverty; because of its misconception of the causes of poverty; and because of its failure to mobilize the poor and their allies as a major force for change.

Poverty can be defined in many ways. In the absolute sense, it is the lack of subsistence for life, or some fixed figure like \$2000 per year. But for most purposes, poverty is a relative thing. Government statistics are based on what is judged, by current standards, to be a poverty level income. (In 1964, the OEO figure for a family of four was \$3,130 per year). A commonly used standard is one-half the median income. For the U.S. since 1947 this is the picture:

Year	% of families with income			
	Median Income*	Less than 1/2 Median	Less than \$ 3000	Less than \$ 2000
1947	\$ 3957	19.0	33.9	19.1
1950	4036	20.0	33.0	19.8
1955	4817	19.9	25.9	16.0
1960	5547	20.2	22.1	13.2

*In 1959 dollars.

Source: Victor Fuchs, "Toward a Theory of Poverty," in The Concept of Poverty.

In absolute terms, things have been getting better, but in relative terms things have changed little, and then for the worse.

Poverty can also be defined as the result of unequal distribution of income. The distribution of money income received by each fifth and by the top five per cent of families and unrelated individuals looks like this in the United States:

Year	Lowest Fifth	Second Fifth	Middle Fifth	Fourth Fifth	Highest Fifth	Top 5%
	Fifth	Fifth	Fifth	Fifth	Fifth	5%
1962	3.3%	10.5%	17.3%	24.6%	44.2%	17.3%
1955	3.3	10.6	17.4	24.6	44.2	18.0
1947	3.6	10.6	16.7	23.5	45.6	18.8

Source: U.S. Bureau of the Census.

Two things are evident. First, the great inequality of income distribution. The richest 5% receive 17% of the income, while the poorest 20% receive only 3%. Second, the lack of change, with the exception of minor shifts from the richest 5% to the upper fifths. Finally, though not shown here, there has been no significant change in the distribution of income in the U.S. since 1900.

We should also be aware that while the median income is now about \$7,000 (50% receive more, 50% less), the Bureau of Labor Statistics estimates that a moderate income in an American city is about \$9,200. In other words, in the richest society in the world, the vast majority of citizens live less than moderately well by its own standards.

CPI took the OEO definition of poverty or a liberal theory of its cause, and put together a program to encourage individual mobility. They assumed a social cause for poverty but envisioned an individual solution - the poor would have to learn skills, self-respect, and so on. Then they, as individuals, could get better jobs with higher pay. Then there would be less poverty. Now this is fine for individuals. But it does not deal with the fact that poverty in the form of great inequality of income shares is a necessary part of American society, and that individual mobility is one of the key processes which serves to maintain that inequality.

America needs the poor. Our society is built upon social class, rank, success, and getting ahead. We define ourselves by our position in the rank order - professional, white collar, worker, bum. In school, we learn to compete - cooperation is called cheating. We have to "make something of ourselves." We look down on those below, and up to those above - just think of whom you call Mr., or Dr., or General, and those whom you call by their first, or last names. We need the poor to define the bottom, so that most of us think we have gotten somewhere. We need the poor as a threatening image of what might happen to us if we failed to go to work everyday - work that is for most of us meaningless except that it provides income to define and maintain our social position. We need the poor to keep organized labor from escalating its demands - the poor are always there to do the worst jobs at the lowest pay, or to act as strikebreakers and scabs. (In the South, union organizing is being hampered by factories hiring Negroes under the guise of equal opportunity, Negroes who know unions only as bastions of segregation.)

One of the things that holds all this together is individual mobility. We accept our current position on the grounds that later we, or our children, will do better. And despite the fact that there can never be really equal opportunity in an unequal society, there is some individual mobility. Why? First, the upper class must continually recruit talent into positions of leadership. Not all the children of the wealthy can or want to take over their father's jobs. So they recruit the bright young boys from the middle class or sometimes, the lower class. Second, mobility serves to drain off potential leadership from the poor and working class - note what has happened with union leaders and Negroes in recent years. (The two directors of CPI were from labor. Many militant Negroes were lured from their neighborhoods). Third, the fact of mobility keeps us fighting with each other for one piece of the pie, instead of working together to get two pieces.

The entire War on Poverty then, and CPI in particular, can be seen as a program to maintain the status quo in our society by making relatively minor adjustments and helping a few people on their way.

If we accept the idea that poverty is the result of maldistribution of income and wealth, we begin to see that doing something to the poor has nothing to do with attacking the causes of poverty. Appalachia is a stark example of this. One of the richest regions in the world in its natural resources, it was settled by people known for their independence and self-reliance. Yet, in 1966, the per capita income in eastern Kentucky was \$ 841, compared to \$ 1901 for the whole country. Generations of mountain people lived on welfare while fortunes were being made on the coal and timber of the region. According to Henry Caudill, "Pittsburgh-Consolidation Coal Company is the world's biggest privately owned coal producer. Put together by the Mellon family, its operations dot the Appalachian coal fields, including eastern Kentucky. Its profitable mining operations have enabled it to buy a controlling interest in the Chrysler Corporation. The President of Pittsburgh-Consolidation is the Chairman of the Board of Chrysler. (They were also able to contribute the Mellon Art Gallery to Yale.)

In 1965 Dun's Review found that the most profitable company in America was an obscure Philadelphia corporation, Virginia Coal and Iron Company, which netted 61 per cent of gross income and paid a forty-five cents dividend on every dollar received. It owns 100,000 acres in Kentucky and Southwestern Virginia."

Caudill concludes that this is how "absentee ownership in an extremely rich land produced a remarkably poor people." In other words, the big corporations stole the resources of the region and exploited the people. "Property is theft." Connecticut's people and resources are being exploited in the same way, although more subtly.

Poverty, then, is caused by the people in power - in large corporations, government agencies, foundations, universities - allocating to themselves a large share of the resources of the society. The solution to poverty is not equal opportunity and greater mobility but greater equality. Now, we should not expect that those responsible for our poverty are going to do this. The last place to look for the leaders of a war on poverty, as CPI has done, is among those now in power. They will not be found in the Chamber of Commerce, the Yale administration or the well-established Ministry.

Poverty in the U.S. can only be eliminated when a large number of Americans organize to challenge and then change the distribution of income and wealth in the U.S. A whole class of people, the bottom 40 per cent in the chart above, must change its position relative to the rest of society. The great majority of Americans stand to benefit. The really poor will no longer be so. The working people who earn between \$ 6000 and \$ 9000 per year will no longer be trapped in the vicious cycle of installment buying. The upper-middle class will be free of the rat race whereby they try to compete with a level of emulation set by the very wealthy. Those now in power will lose power, prestige and income. So they are going to fight change, as they have been doing.

The poor will have to organize themselves and lead the fight. Among their allies will be the radicals. Unlike a liberal who feels sorry for people and wants to help them, a radical gets angry when he sees injustice and wants to change the society that caused it. But the American middle class will have to learn that it too is suffering under the current system. Maybe one of the consequences of the failure of CPI will be to make angry radicals out of the many liberals whose hopes and dreams have been shattered by the death of the New Frontier and the Great Society.

Finally, all Americans will benefit from a society which is more equalitarian and more cooperative, and therefore more humane. We have been operating

for too long with a system of institutionalized greed, under the illusion that if each man selfishly seeks his own interest, the common good will result. In fact, what has resulted is the good of a few at the expense of the many. A more equal society would enable all of us to participate more fully in shaping our own lives and building a true community.

In a summary of activities over the past five years, CPI "pridefully reports that, with the help of the support provided by the Ford Foundation, the fires of determination burn brightly in New Haven today." Written before last summer's rebellion, when other fires burned brightly in New Haven, the report has ironic overtones. Maybe the next one will conclude, "Don't mourn, organize."

to a brownstone coming down

Topped railings sprawl across the steps,
But the jutting, stern facade still stands
With pillar and intablature,
So firm the wreckers dare not try
A frontal attack, but start in back.
Through the deep-set rectangular parts,
Embroidered now with broken glass,
Shine the white-washed, empty inner walls
Like the whites of eyes in your negro face.
Like a silent, rotting corpse
We lack the decency to bury,
Your blank stare chills the passerby
Who, sensing death, begins to hurry.

The rats will have to move out soon
Under cover of night and fallen brick
To huddle in dark niches somewhere else.
The witch doctor has come to heal
Our urban disease with excavating steel
And make downtown a better place to live.
The dingy blocks that had a vibrant core
Within their squalid shell of crumbling stone
Will be a gleaming showcase, white and clean,
With grass and modern art, but no one home.

And those other dark brown faces
That haunted the windows of your face
And talked on the steps hot afternoons,
Laughing, brooding, hiding shame and hate -
They got their notice, anyway; they knew
Before it came down around their ears one cold
December morning. Now they've huddled too
And safely hidden out of sight - crosstown,
Where the next renewal program will invade
To make the town a better place - to drown.

Alan McKnight

AIM

lead poisoning cont.

dren, we cannot focus the burden of responsibility on parents. Thus, such educational measures can have only a very limited effect. The paint manufacturers, distributors and users (landlords) seem a more logical place to center the battle, and it is chiefly at these that state and city legislation has aimed.

In the 1967 session of the Connecticut State Legislature a bill was finally passed that restricts the use of paint not conforming to a certain standard (less than 1% lead content) on interiors or exteriors of any private or public buildings. Violation means a maximum \$50 fine. This bill however does nothing about already existing lead-base painted surfaces and spells out no measures of surveillance or enforcement. The bill is even less impressive when compared to the bill originally proposed. Apparently a

strong lobby headed by State Senator Peter J. Verriker of Waterbury (who has interests in the paint business, I am told) succeeded in giving us instead, the watered-down bill restricting kinds of new paint to be applied, the infinitesimal fine, and the non-existent enforcement measures. A bill has also been introduced to New Haven's Board of Aldermen, but is still held up in Aldermanic Chambers, though the feeling is that it will pass. The City bill, to become both an ordinance and a part of the Housing Code, requires that interior and exterior painted surfaces accessible to children be kept free of flaking and peeling paint, that any surface found to be painted with paint containing more than 1% lead and deemed hazardous to children by an enforcing officer be removed to the base or covered with a durable material (i.e. wallboard, aluminum sheeting, etc.) approved by the enforcing officer. This sounds pretty comprehensive and could help a great deal, if it can be enforced. Already housing code violations are astounding, and the Division of Neighborhood Improvement is ineffective in getting repairs or in pursuing slumlords to conviction. (See Will Counsel's article in AIM vol. 2 #1.) Enforcement should rest with the

Health Department but it is already understaffed, stuffed into cracker box offices in the Community Services Building, and operated on a shoestring budget. As far as I have been able to find out there is no grand plan afoot to initiate massive housing investigations and follow-up enforcements once the bill is passed.

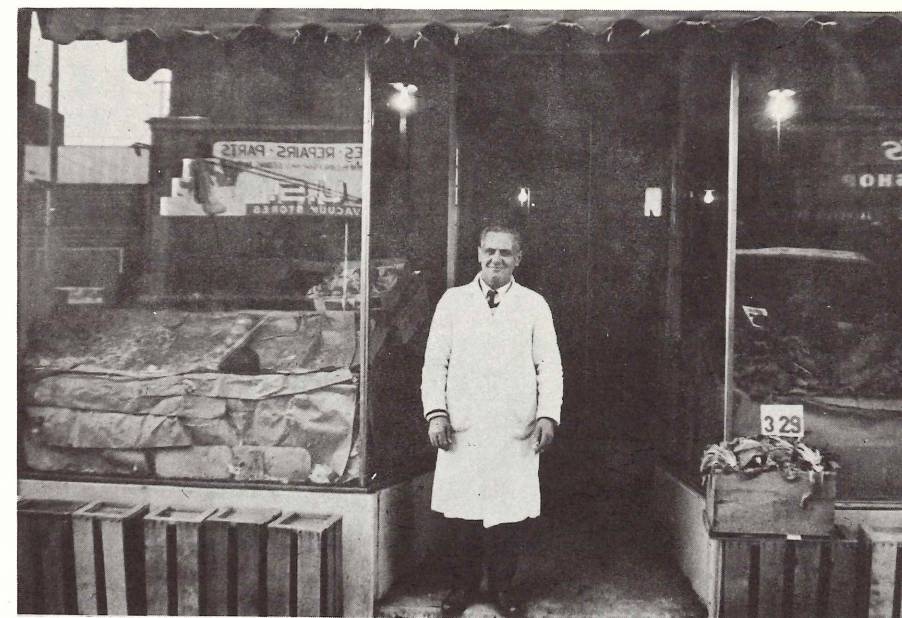
If New Haven wants to eradicate lead poisoning, it can, for it is an environmental disease and can therefore be dealt with by changing the environment.

Which brings us to AIM. Lead poisoning is related to other issues we have been dealing with: racism, air pollution (every gallon of gasoline contains enough lead to kill 4 to 8 children and 70% of that lead is expelled through automobile exhaust), urban renewal and an economy that

needs slums. While the current legislation and public health efforts should be applauded and supported for the value they contain, we should not be misled that they are going to leave any of us free of the pervasive effects of lead in our environment. Though current efforts center on child lead poisoning, Dr. Zilveti stresses his belief that the increasing level of lead present in our environment is one of the most serious problems man has ever faced.

We should make no mistake, however, that there are interests in our society that will continue to water down legislation as happened in the State Legislature this past year, and that will, for private interest, make the solution of such problems very difficult.

AIM OBIT.



CLOSING DAY FOR LIBBY

Photo by Peter Rose

After more than 20 years in the fresh produce business, Angie and Libby Giacci closed their doors for the last time on Jan. 13.

Their State St. store was not their first. Mrs. Giacci grew up with the business. Her family opened a fruit and vegetable market in 1929. She

and her husband went into business in 1940. They were moved four times by redevelopment. Finally, they quit. Their two sons are grown and have graduated from college. The pressure is off. Libby luckily found a job in produce at Rossner's, West Haven. Angie is at home. Eventually she would like a secretarial position.

AIM MEETING: FEBRUARY 21

An evening to introduce AIM is planned for Wednesday, Feb. 21 at 8 P. M. in the AIM office, Rm. 3, 241 Orange Street, New Haven. We will try to cover how AIM started, what we are doing now, just exactly who we are and general questions of that kind. So many people have asked one or another of us these questions that we decided it would be best to set aside one evening or more - if necessary - to start answering them and learning from them.

Everyone is enthusiastically invited to come, ask questions, make comments and join the discussion.

American Independent Movement
241 Orange Street
New Haven, Conn. 06510

THE RING ROAD IS ON THE AGENDA.

TUESDAY, FEBRUARY 20 -
8:00 P. M.

DWIGHT NEIGHBORHOOD ASSOCIATION

ALL RESIDENTS OF THE DWIGHT NEIGHBORHOOD ARE INVITED TO A MEETING OF THE

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United Church - 323 Temple Street
Friday, February 16

AIM

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Liz Henderson
Peter Rose

SAVE THE PARKS

MEETING TO DISCUSS RING ROAD

WITH MEL ADAMS OF NEW
HAVEN REDEVELOPMENT

RALPH HAGER - DEPUTY
COMMISSIONER OF HIGHWAYS

WILLIAM REES - ALDERMAN

LEE HIGH SCHOOL AUDITORIUM

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